The Battle of the Ballots commences in earnest this morning, and if you call at the WHEN we will answer the question (after the vote is counted). By overwhelming majorities The When is always elected to the position of Leaders in Low Prices for High-Grade Goods; also, as headquarters for Suits, Overcoats, Hats and Furnishings for Men, Youths, Boys and Children. (The Ladies vote at our elections.)

THE WHEN

HUNDREDS ARE

BY THE

PERFECTLY HARMLESS.

WAGON WHEAT

Highest Market Price.

ARCADE MILLS.

Most of the Russia's Passengers

Now at Hoffman's Island.

One Suspicious Death This Morning-

The Bacteriological Examination

Not Yet Complete.

NEW YORK, Oct. 9 .- Dr. Jenkins, health

officer of the port, visited and inspected

the Hamburg-American steamship Russia

to-day. No further cases of illness have oc-

curred since yesterday. Yesterday evening

Ida Aue, who was seriously ill and suf-

fered from diarrhoea, was removed to

Swineburne island. Charles Stubbe, who

fell ill on Sept. 30, but who has almost re-

covered, was also removed to Swinburne

island. His parents were allowed to ac-

company him. The woman Aue died this

morning. The only statement which Dr.

Jenkins would make was that the circum-

stances were suspicious. The steerage pas-

sengers will be detained on Hoffman island

for at least five days. The work of trans-

portation commenced when the tug Charles

F. Allen, with a barge, took from the Rus-

sia some two hundred passengers, together

with their baggage. The saloon and sec-

ond cabin passengers will be detained on

board the vessel. The crew will also re-

main on board. Dr. Jenkins will issue two

bulletins daily to the press. He declines to

make any statements other than those which the bulletins contain. No steam-

ers are due from Hamburg. They will not be allowed to come beyond Swineburne island. Dr. Jenkins's evening bulletin is dated 9 p. m., and is as follows:

"The number of passengers removed from the steamship Russia was 288. They were taken to Hoffman island this afternoon, where they were bathed and lodged in the dormitories. These passengers were taken

from steerage compartments 4 and 5, where most of the cases occurred. To-morrow the

remainder, 120 in number, will be taken to

Hoffman island, where they will be sub-

jected to the same regulations as the oth-

ers. All of the passengers had been in-

spected twice daily by the health officer or

suit of the bacteriological examinations has

not yet been completed, but is suspicious enough to warrant the holding of the pas-

Statement from Agent Boaz.

Company, made the subjoined statement to-

tained in quarantine by Dr. Jenkins's or-

ing order to turn back the moment any in-

dication of cholera appears on board their

ships. Captain Schmidt, of the Russia, re-

ported to me yesterday that three physi-

finished. Two of these-Drs. Hoffman and

passenger. Of all the deaths on board none,

according to these gentlemen, was due to

erysipelas of the foot, and a baby and wom-

at quarantine was removed to Swinburne

island before the nature of her malady could

be ascertained. The above facts are em-

bodied in a report signed by the three physicians, which is now in Dr. Jenkins's hands.

The health officer assured me yesterday that he had no facts upon which to base a

statement that the Russia had cholera

aboard. He will detain the ship and passen-

gers for five days as a measure of precau-

Cholera at Stettin.

STETTIN, Oct. 9.-The police announce

that six suspected cases of cholera have

been discovered in this city since Saturday

afternoon. Two of them have since been certified to be Asiatic cholera.

Business Embarrassments.

BALTIMORE, Oct. 9.-An amicable pe-

tition for a receiver for the South Balti-more car works, one of the largest insti-

tutions of its kind in the country, was

filed in the Circuit Court this morning by Charles Nitze, representing Robert Gar-

rett & Sons, bankers. The company, by its president, John D. McDonald, consented, and the court appointed Mayor Ferdinand

C. Latrobe and Charles T. Crane receiv-

ers. The liabilities of the company are \$294,624.59, and the assets \$617,181. The com-

NEW YORK, Oct. 9 .- The firm of Canda

& Kane, dealers in masons' building ma-

terials, to-day made an assignment to

Matthew Baird, for the benefit of creditors.

The firm does the largest business in its

line of any in the United States, and the

liabilities will reach somewhere between

sets will equal the liabilities, but that can-

CINCINNATI, Oct. 9.-Huss Brothers

Manufacturing Company, at Carlisle ave-

nue and John street, makers of bar and

bank fixtures, and billiard tables, assigned,

to-day, to George Story. The liabilities are estimated at \$31,000; assets, \$40,000. An ef-

AUBURN, N. Y., Oct. 9.—The works of the Birdsall company, manufacturers of

fort will be made to continue business

pany is perfectly solvent.

not yet be ascertained.

finish work under contract.

NEW YORK, Oct. 9.-Passenger Agent

sengers.

one of his deputies. All are well. The re-

JENKINS REPORTS

CURES IN 15 MINUTES

And unqualifiedly indorse it as the best and only Perfect Headache Cure.

SOLD BY F. WILL PANTZER. BATES HOUSE DRUG STORE OPEN ALL NIGHT.

54 WEST WASHINGTON STREET. Sent by mail upon receipt of price. 50 cents a box. 5 boxes \$2.

Cleveland, Cincinnati, Chicago & St. Louis. ROUTE.

WORLD'S FAIR ROUTE

Only Line Landing Passengers on the Grounds.

DAILY EXCURSIONS CHICAGO and RETURN.

GOOD TO BETURN FOR TEN DAYS.

All trains stop at Midway Plaisance, Hyde Park, Thirty-ninth street and Twenty-second street. 6 TRAINS Daily between INDIANAPOLIS and CHICAGO To Chicago, |No. *1 | No. *17 | No. 3 | No. *7 | No. *5 Lv. Ind'polis 11.20am 11.55am 4.45pm 11.30pm 12.45am Ar. Chicago. 5.15pm 5.45pm 10.50pm 6.55am 7.30am

RETURNING. No.*18 No. 8 | No.*10 | No. *12 | No. *4 Lv. Chicago. 8.80am 1.00pm 8.10pm 9.15pm 11.30pm Ar. Ind'polis 2.40pm 7.10pm 2.25am 3.40am 6.00am Additional trains: No. 9 leaves Indianapolis at 7:10 s.m., for Lafayette and Chicago.

DINING CARS on Nos. 1, 17, 8 and 18. LCCAL INDIANAPOLIS PABLOR CARS on Nos. 1 & 4. LOCAL INDIANAPOLIS SLEEPERS on Nos. 7 and 4. All day trains have parlor cars, and night trains have standard and compartment buffet sleepers and teclining-chair cars.

SPECIAL EXCURSION

CHICAGO

Tuesday, Oct. 10,

Saturday, Oct. 14. Only for the PO. OU ROUND TRIP ng on all trains for ten days.
For tickets and full information call at Big 4 offices.

EXCURSION

No. 1 East Washington st., 36 Jackson place, Massachusetts avenue and the Union Station, *Daily. H. M. BRONSON, A. G. P. A.

CINCINNATI

C., H. & D. R. R

\$3.30 Round Trip \$3.30

National Encampment Union Veteran Legion Tickets good going on any regular train of Oct. 10 and 11, and will be good to return until Oct. 14, in-

C., H. & D. R. R. Is the OFFICIAL LINE for INDIANAPOLIS ENCAMPMENT, No. 80. Trains leave Indianapolis-*2:30 a. m., *3:45 a. m., *6:10 a. m., †10:50 a. m., †2:54 p. m., *4:02 p. m. *Daily. †Daily except Sunday. City Ticket Offices corner Illinois street and Ken tucky avenue, 134 South Illinois street and Union H. J. RHEIN,

THE MORNING TRAIN LEAVES INDIANAPOLIS

7:00-a. m.-7:00

WORLD'S FAIR 12:43 p. m. Pullman parlor car attached. ther trains leave as follows: 12:01 noon, 4:20 p. m., 12:30 a. m., 2:05 a. m. Ticket Offices—26 South Illinois street, Union Station and Massachusetts avenue.

F. M. SPAULDING

News and Book Paper

1 QUANTITY. 40 STATE STREET, BOSTON. INTER OCEAN BUILDING, CHICAGO. NEWS BUILDING, INDIANAPOLIS.

ACME MILLING COMPANY,

352 West Washington Street

GREATEST DAY OF ALL

Over 700,000 People Visited the World's Fair Yesterday.

It Was Chicago Day, and Over Half the Population of the City Turned Out to Celebrate.

MANY ACCIDENTS REPORTED

Terrible Jams at the Gates and Elevated Railway Station.

Two Persons Dead and Over One Hundred Injured-The Procession of Floats Badly Managed.

Special to the Indianapolis Journal. CHICAGO, Oct. 9 .- Seven hundred thousand people-doubtless the greatest crowd that ever congregated-visited the world's fair to-day, breaking the greatest one-day record at Paris by an overwhelming majority, completely smothering the "big day" figures of any other exposition ever held, and establishing a mark which it is safe to predict the present generation will never see attained. When the morning sun, looking through a light mist, peeped over the white peristyle at 5 o'clock many people were nearing the different entrances to the ground, and by the time the gates opened, at 6:30, fully one hundred thousand people besieged each passage eager for admission. From that hour until late in the afternoon there was a constant jam at every gate. The department of admissions had an extra force on duty, and every turnstile was kept registering at its highest speed. Yet these facilities were inadequate. At 1 o'clock Superintendent Tucker ordered every wagon gate opened, and stationed a corps of men at each to take tickets, relieving the pressure from without to a marked degree. About 4 o'clock, when it was seen that the crowds had diminished sufficiently to permit of their successful handling by the regular entrances, the wagon gates were closed, after 500,000 people had been admitted. To this vast army 181,000 were added in the next three hours.

The glorious October weather, and the grandness of Chicago day at the fair kept the crowd coming all afternoon and evening. A conservative estimate at midnight places the attendance for the day at 700,000. The official figures will not be given out before to-morrow, as the great mass of tickets has nearly swamped the department of admissions. Previous to this memorable day the palm for attendance rested with Independence day, July 4, when the attendance was 233,273. Other days notable for great crowds are: Illinois day, 243,951; transportation day, 231,522; Polish day (last Saturday), 222,176; Knights of Honor day, 215,643; Pennsylvania day, 203,460, and railroad day, 202,376. The total number of paid admissions since the opening of the fair is 16,492,070. The greatest day at Paris was 397,150, and at Philadelphia, 217,516.

THE DAY'S EVENTS. Speeches, Processions, Floats and Displays of Fireworks.

Special to the Indianapolis Journal. CHICAGO, Oct. 9.-When the sun rose on the dawn of Chicago day behind the Columbian arch peristyle it shone upon a sky as clear and blue as the field on which the stars of the Nation's flag are emblazoned. The weather was the only doubtful chord in the symphony of the successful celebration of Chicago's Columbian jubilee in commemoration of her victory of devastating fire and unparalleled adversity, and when it was found to be in harmony with the grand ensemble, more than a million souls rejoiced. The hopes of the native Chicagoan and the world's fair officials were realized to their fullest extent. The dedication and opening days of the exposition appeared lillipution contrast with their festival. As soon a the transportation companies began to move the multitude of humanity towards Jackson Park on cable, electric, horse and steam cars and the lake steamers, they found thousands ready to be carried to the grounds. The turnstiles were set in motion Boaz, of the Hamburg-American Packet at 6:30 o'clock, and there was a waiting crowd outside the gates at that hour. From day concerning the reported outbreak of that time forward, from the Administration cholera on the steamship Russia, now de-Building dome, anybody could behold a mighty army of men, women and children moving toward the entrances along the "All the captains of our line have a stand- walks in holiday dress, smiling and merry, and carrying all manner of recepticles for lunches. The advance purchases of over 200,-000 souvenir tickets prevented a blockade at clans were on board during the voyage just the ticket offices, and the hundreds of em-Lanew-are regularly employed physicians of our line. The other-Dr. Nehmer-was a ployes at the gates handled the stream of incoming people without trouble. The scenes created by this morning's multitude probably have no counterpart in American cholera. The first death was caused by seasickness. Another woman fell dead on the history. In many respects they reminded deck from heart disease; one boy died from the observer of the scenes on England's an succumbed to summer complaint. The woman who fell ill on the arrival of the ship great Derby day on Epsom Downs, of London's bridges and streets adjacent to the

Every exhibition building, great and small, was decorated especially in honor of Chicago day, but the Illinois building was the most gorgeous of all. The dome was covered with flags and streamers, which fluttered in the mild morning breeze. The walls, and wings, and roofs of other buildings were brilliant with the col-ors of all nations. In the west entrance of the Illinois Building the magic name of Chicago was set in electric globes ready for the night's illumination.

The first event arranged by the world's fair commission of the Chicago Common Council took place at 9 o'clock, and was more closely associated with Chicago's birth and early history than anything else on the programme. The old Pottawatomie chief, Simon Pokagon, whose father Leopold deeded the land upon which Chicago is built, had been induced to come from his home in Hartford, Mich., for Chicago day. He stood beside the Columbian bell, with uncovered head, in the dress of the white man, and received the homage of thousands. He was born sixty-three years ago, Sept. 27 last, on the day that the transfer deed was delivered to the agents of the United States government. By his side stood the most picturesque figure among more than half a million people. His dress consisted of a heavy and varied coat of paint on his face, body and limbs. A head dress of feathers and a breech clout of beaded buckskin. He wore moccasins, and looked a typical Indian on the war path, though he came with a messag-of peace. He was Chief John Young, six \$400,000 and \$500,000. It is hoped that the as- | years of age, who came from the Potiawatomie reservation, near Niles, Mich., to tell the people of all nations that his father, who bore the same name, chris-

the skunk dwells." The feeble Pottawatomies were the idols of the day. Several thousand people pushed n a wild endeavor to shake their hands. Chief Pokugon was received with great cheering, waving of hats, etc. He had his speech written out, but only read part of it after his introduction, as his command traction engines, grain threshers and portable saw mills, was closed by the sheriff, this morning, on an execution of \$165,000. of language was not sufficient for the occasion or his voice strong. Chief John Young was then presented to the people, "C. Masterson, Sheriff of Bibb Co., Ga."

Young was then presented to the people, but he did not speak. The two chiefs, Miss bit he did not speak. The two chiefs, Miss with successful effect in bilious colic and dyspepsia. It is an excellent remedy and certainly a public blessing.

Young was then presented to the people, but he did not speak. The two chiefs, Miss with a blue train.

John Malcolm, who died of apoplexy, was a resident of San Francisco. Thomas Robnets to the sale of Chicago's site by the a resident of San Francisco. Thomas Robnets to the sale of Chicago's site by the pottawatomies, with a blue-colored rope, made from a series of contributions at the short time. John Dryden, an employe of to limit the sentence to a fine.

tened the world's fair city "Chicago,

which, literally interpreted, means "Where

fair, gave the bell a peal which aroused the plaudits of the thousands present. After being photographed, they retired with their friends to see the fair.

MAYOR HARRISON'S SPEECH. The ground of the terminal plaza could not be seen for the mass of people who filled it, and in front of the plazza a chorus of two thousand voices, the united exposition bands and the Eighth Cavalry Mexican band accompanied the chorus in a

mighty melody which aroused the 25,000 in front to a high pitch of patriotic enthusiasm. The programme was as follows: Overture, "All Nations," "Star-spangled Banner," "Refrain by the Multitude," "Dixie," "My Native Land," "My Old Kentucky Home," "Down on the Suwanee River" and "Columbia, the Gem of the Ocean." The face of the earth on the plaza bounded by the terminal station, Administration, Machinery Hall and Mining buildings was hiden from human sight at noon by a hundred thousand souls, brought together by a common desire to hear the bell

gether by a common desire to hear the bell of Liberty ring out in honor of Chicago day, and see if they could not hear Mayor Harrison, who held the rope of all nations which brought the clapper in contact with the bell. From a height the sea of upturned faces, hats and bonnets presented a picture which has never been seen in this turned faces, hats and bonnets presented a picture which has never been seen in this country. The people pushed and crushed against each other, the center of the crush being just around the bell, where the Mayor of Chicago stood, hat in hand, with others prepared to ring out for Chicago. Miss Sickels presented to him the original deed of the site upon which Chicago is built. The Mayor, in accepting the historic relic in the name of the city, said the only people on earth who merited receiving it were the people of Chicago. He related the early history of Chicago, when it was a trading post between the great lakes and the Mississippi. He declared that Chicago had thriven as no other city had ever thrived. Twenty-two years ago it had been devastated by fire. The pain of its sufferings had gone to the utmost parts of the earth. Like Niobe it was all tears, and the world thought it would remain in tears, but with that energy peculiar to the people it has risen phoenix-like from its ashes. He acknowledged his descent from the original owners of Chicago, and informed the multitude that the blood of Pocahontas flowed in his veins. Chicago would always keep the deed which had just cahontas flowed in his veins. Chicago would always keen the deed which had just been presented and see that law and order were always maintained so that the city would become greater. The tens of thousands then surged away from the bell-ringing scene and quickly dissolved in the mass of humanity which could be seen on every side. The force of guards was en-tirely inadequate for the occasion, and complaints of pocket picking, fainting women and struggling people were heard and seen during the half hour which was occupied by the interesting ceremony.

The crowning glory of the anniversary

day was the pageantry which six hundred thousand people viewed within the gates

of the Columbian city to-night. Soon after the sun went down, to be replaced by the power of electricity, the procession of twenty-six magnificent floats, with their occupants of both sexes, entered the fair grounds through the Sixty-second-street gate. The first represented Chicago in her growth, receiving all the nations of the earth; the Chicago Hussars, in their trappings of silver and black, followed as an escort, and the Iowa State Band made the music. Then came the genius of music, surrounded by a select chorus of fifty women. The next float represented Chicago and its typical motto: "I Will," guided by Liberty and surrounded by all States of the Union, and welcomed by all people of the Union. At the four corners were music, sculpture, science and literature. Chicago in 1812, a trading post and the memorable picture were next portrayed in a realistic picture. Chicago in war and peace were next pictured in the float following. The fire fiend came next, representing Chicago prostrate in 1871. The commerce of Chi-cago was represented by an argosy with a single sail, on which the world, which was symbolical of Chicago, was emblazoned. The most magnificent float in the procession was illustrative of Columbus at the court of Isabella. The characters on the float were assumed by the members of the Columbian Club, of Chicago. Floats were also furnished by foreign-born residents of Chicago illustrating foreign-born characters and foreign events. Great Britain, Sweden, Ger-many, Ireland, Bohemia, France, Canada and Poland were represented by one or more floats after the Chicago pageant had passed between the black mass of humanity partially illuminated by the electric lights. The last float in the procession was "Electra, the Genius of Electricity," drawn by eight horses. It was represented by

enormous dragons, changing color from green to red, and lighted within by two thousand electric lights. There was a break in the procession after those illustrating the history of Chicago had passed, and thou-sands started homeward under the impression that the night pageant was over.

The display of fireworks on the lake front adjoining the peristyle exceeded in magnificence any heretofore given in the United States, if not in the world. The principal pieces were illustrations of old Fort Dearborn, the old City Hall, Chicago welcoming the world, Old Glory carried by Mr. Baldwin, the aeronaut, into the heavens, Chicago triumphant, a reproduction of Niagara Falls along the peristyle, the burning of Chicago, covering an area of 14,000 square feet, produced in four scenes, and the picture of Chicago's first Mayor. The wooded island was ablaze from fairy lamps and from fairy lamps surrounding it.

All the avenues surrounding the court of honor, and every point of vantage on the great buildings lacing the co top of the peristyle, were filled with spectators of the afternoon procession, which was called the reunion of States. Nearly three thousand boys and girls, accompa-nied by bands, marched in sections to present the history of commerce and resources of the American States. The Columbian guards who forced their way at the head of the procession through the standing mass of the people were almost forced back. The Iowa State Band, which followed close behind, was not enabled to play with much parade.

Elaborate arrangements had been made by the big restaurant companies for the feeding of the thousands who did not bring their luncheons, but the very presence of such a multitude almost caused a famine in the refreshment market. The Wellington Catering Company alone provided for 300,000 people, but early in the afternoon they were compelled to turn the people away for the want of supplies. This was caused by the inability of the company to get its fourteen supply wagons through the dense crowds to the various restaurants operated by this company.

MANY CASUALTIES.

Two Persons Killed and a Large Number More or Less Injured. CHICAGO, Oct. 9.-Never in the history of Chicago was there such a demand on its transportation facilities as to-day. The crowd was handled, and handled well, but no human means, no system of transportation, however vast, was capable of handling the vast crowd without great difficulty. The accidents were few, and only a small proportion of them fatal. The majority of the crowd came from points outside of Chicago, and, as people from other points were not as cautious as the residents of the city, the bulk of the accidents were among them. Following is a list of the dead and injured while going and coming from the fair: CHARLES A. CLARK, Buffalo, N. Y., struck by grip car; died two hours later.

JAMES MALCOLM, residence unknown; fell on steps of Intramural station and died an hour later at the Emergency Hospital of apoplexy, induced by excitement. The injured are:

MRS. LOUISA RHODE, Gillman, Ill., struck by a buggy; slightly injured.
ANDREW WELLS, Wampusa, Wis. knocked down by grip car. WM. J. BURR, Hopkins county, Kentucky, struck by grip car; badly injured.

O. F. REYNOLDS, Mattoon, Ill., face and hands bruised in the crush at the Congress-street elevated railway station. MISS NETTIE ROGERS, Columbus, O. face and arms bruised in the crush at the

MRS. MATILDA STEWART, Fond du Lac, Wis., right arm and hands bruised in the crush at the Congress-street station. TOBEY LANSEN, Chicago, knocked down by street car; slight injuries.
PATRICK H. CLIFFORD, police officer, run over by grip car; bruised and left leg RICHARD YOUMAN, Chicago, thrown HARRY ALLEN, seven years old, Chi-cago, struck by a Michigan Central train at Seventy-sixth street; spine injured. MRS. JOHN ADAMS, Chicago, thrown

from cable car; left leg and right hip injured MRS. SCOTT GROSS, Battle Creek, Mich., thrown from cable train; badly bruised.

James Paine's Sons, was fatally injured by the premature explosion of a bomb. He was taken to the hospital, where he died shortly after. Mrs. John Tucker, of Red Bud, Ill., had hardly passed through the gates to-day when she called for aid. She was quickly surrounded by a crowd of women, who looked after her until the ambulance took her to the hospital, where she gave birth to a son.

The greatest crush of the day on any of

The greatest crush of the day on any of the lines was at the Congress-street station of the elevated road. At this place, in the morning, there was a fearful jam, and women and little children were knocked down, trampled upon and carried fainting to where a fresh breath of air could be had.

There were a number of distressing acci-

There were a number of distressing accidents to-night owing to the great crush of people. The hospital record at 6 o'clock showed a total of less than forty slight casualties. Two hours later the number had increased to 125. Of these the principal number were women who had fainted and fallen in a heap in the crushing and surging mass that seemed to have lost all powers of reason. The worst crush ing and surging mass that seemed to have lost all powers of reason. The worst crush of the early evening was at the east side of the Transportation Building. This was due more to the stupidity of those in charge of fragments of the parade than anything else. Streams of people came east on the avenue fronting the Mining Building, attracted thence by the parade, which at 8 o'clock was passing south in front of the Transportation Building. These were met by a crush of people that had lined up for the parade and tens of thousands more that were following in the wake of the illuminated floats, and a jam of human beings followed. They were wedged into an inextricable mass, and soon a panic cominextricable mass, and soon a panic com-menced, and for an hour the scene was one of the wildest excitement. Men shouted themselves hoarse to still the restless throng. frantically and scores of them lost consciousness. Ambulances were summoned, and these, in trying to wedge their way to the sufferers, caused other stampedes and injuries. To make matters worse, at this point the parade, with inexcusable carelessness, wound around the Mining Building and down to the Transportation avenue, which it had just traversed, and, headed by the Chicago Hussars, forced its way once more through the dense mass of people, already packed like sardines in a can from the wall of the lagoon to the side of the Transportation Building. After they got through, along with the half dozen ambulances that their action had necessitated, the crowd began to find its way out, when, much to frantically and scores of them lost congan to find its way out, when, much to their disgust, the Hussars and two or three floats turned and came back. Instead of taking a clear road to the north of the Transportation Building they chose, for some reason, known to themselves, to come back the same way, and again there was con-fusion, panic and fainting. The avenue was finally cleared by the throwing open of the doors of the Transportation Building and letting the people pass through. Soon after this a similar scene occurred

at the Sixty-third-street exit. The crowds seeking to get out of the regular exits lost patience. Some tore a portion of the fence down, and into the narrow aperture the people squeezed. The crowds outside was so dense that progress was slow, and for minutes retarded, while those pushing from behind prevented retreat. The clash of the ambulance wagons that were coming and going all the time filled nervous people with terror. The terminal stations of the Illi-nois Central and the elevated roads at this hour (11:30 p. m) have thousands of people crowding their platforms, steps and approaches. Women are being constantly taken out of the crush and carried to the hospital. It looks as if it will be daylight before the last of Chicago day visitors will be got about a street car or a car for be got aboard a street car or a car for

ALL TO BE WIPED OUT

Democrats Will Repeal Every Section of the Election Laws.

Caucus Last Night, at Which the Fitch Substitute Was Discussed and Rejected.

Special to the Indianapolis Journal. WASHINGTON, Oct. 9 .- The House Democratic caucus on the federal election repeal bill to-night, after a session of two hours, unanimously adopted the following resolu-

Resolved, That it is the sense of this caucus that the pending bill (House bill 2331) should be passed by the House of Representatives on to-morrow, and that the Democrats should present an unbroken column

in its support. The caucus was called originally for the purpose of deciding whether the Tucker bill or the Fitch substitute therefor, which is much less comprehensive in its scope than the Tucker bill, should be accepted as the party measure expressing the sense of the party upon the declaration in the platform respecting the repeal of the federal election laws. It was also the intention to determine what, if any, amendments should be added to the bill if it was passed. The caucus was unusually well attended, between 140 and 150 members being present. Representative Holman, chairman of the caucus, presided, and Representative Alderson, of West Virginia, was secretary. The discussion was at times quite animated, but it is said to have been entirely free from any radical differences of opinion. Messrs. Fitch and Tucker, at some length, analyzed their bills and defended them. Mr. Fitch pointed out that the sections of the law omitted from his measure were simply declaratory in their nature and contained nothing in themselves by which the processes complained of by the Dem-ocratic party could be enforced. The dis-cussion was further participated in by Messrs. Patterson of Tennessee, Springer of Illinois, Bourke Cockran of New York, Talbert of South Carolina, Oates of Ala-

bama and others, It was pointed out in the course of the evening, by Mr. Fitch and Mr. Oates especially, that the Tucker bill, through an oversight, did not include Section 5528 of the Revised Statutes. The terms of this section are such that it was felt, not only by these gentlemen, but by others, that it was essential to have it repealed in order that the intention to prevent the use of troops at the polls should be wholly carried out. There were a number of suggestions that the Tucker bill be amended by inserting this section in its provisions, the overwhelming sentiment of the caucus being in favor of the Tucker bill. But Speaker Crisp, in a statement of some length, describing the parliamentary situation, showed that the bill could not be thus amended at this stage. The order of consideration provided for the taking of the vote at 1 o'clock to-morrow upon the bill and pending amendments, therefore it was impossible to add to the list of amendments that had been introduced up to the hour of adjournment this afternoon. Thereupon Mr. Fitch moved the resolution which the caucus adopted as already stated. He explained that the section referred to could be inserted in conference after the measure had passed the Senate in case any amendment were made by that body, or, if found necessary, its repeal could be accomplished by an addi-

CAR OF POWDER EXPLODES,

Causing a Serious Freight Wreck and Fatal Injury to Two Men.

Special to the Indianapolis Journal. ALLIANCE, O., Oct. 9 .- At 3:30 this afternoon an east-bound freight train on the Pittsburg, Fort Wayne & Chicago railroad passed the village of North Lawrence, a few miles east of this city. Five minutes later the inhabitants of the village were startled by a terrific explosion. The train had a car containing over two hundred kegs of powder, which, in some mysterious manner, became ignited, causing the explosion and the complete wrecking of the train. The track was torn to pieces for a distance of 150 yards, and an excavation twenty feet deep beneath the powder car was made. Engineer Colvin and his fireman, whose name cannot be learned, were fatally burned. The damage will reach \$25,-000, and traffic will be suspended for twelve hours or more.

Emma Goldman Convicted. NEW YORK, Oct. 9.-The trial of Emma Goldman, charged with unlawful assembly, ended to-day. The jury returned a verdict of guilty. Miss Goldman looked worried while waiting for the jury's finding. On the announcement of the verdict attorney A. Oakley Hall, Miss Goldman's counsel, gave

notice of a motion for arrest of judgment,

and also said that he would ask the court

Dunraven's Crack Yacht Beaten Three Miles Yesterday.

Little Doubt Now that the Yankee Boat Will Win the Match in Three Straight Victories.

RACE SAILED IN A SEMI-GALE

The Superiority of the Center-Board Fully Demonstrated,

As Well as the Better Skill of American Seamen-The Englishman Outsailed at All Points.

Special to the Indianapolis Journal. NEW YORK, Oct. 9.-This was Great Britain's day, so far as weather for a yachtrace was concerned, and Lord Dunraven and all the crew of the rakish black cutter were happy when they went down the bay in the morning. C. Oliver Iselin and the gallant crew of the cup defender were the happy ones when the yachts came back in the afternoon. They led a triumphant procession of yachts and excursion craft up the harbor, for the Vigilant had added another victory to her score. She had walked away from the Valkyrie in a wind that topped the sea with foam and drove clouds of spray over her weather bow.

The day was an ideal one for an outside race. The air was clear as a crystal. It had the vigorous freshness of October in it. and every old salt who sniffed it in the early morning predicted a blowing day. The yachtsmen, American as well as British, were glad that the day had arrived when there could be no excuse of light winds for either of the contestants. All felt that the comparative merits of the two crack single stickers would be made plain before the day was over, and the anxious citizens of the two nations would be able to make something more than a guess as to which is the queen of yachts.

The first of the international races was a run to leeward and return; that of today, the second in the series of three in five, was a triangular course of thirty miles, ten miles to the leg. There was bound to be windward work and reaching. and that always makes a prettier race than a leeward run. When the wind came up out of the southeast, in the early morning, all the yachtsmen and yachtswomen put on their blue caps and seagoing togs and started down the bay on the flect of excursion boats, which included everything from a big ocean steamship to a naphtha launch. The big boats were the popular ones to-day, and many of the small craft did not go half way down the bay before they turned tail to the seas that threatened to engulf them and returned to the city. There was the usual crowd of patriotic citizens who went down to see to it personally that our Yankee sailor boys did their duty in the defense of the America's cup. They were not quite equal to the Sat-urday crowd in numbers, but they made more noise, especially when they saw the manner in which the white sloop showed her stern to the black cutter. The Dolphin, with Admiral Gherardi on board, was conspicuous in the fleet. So was William K. Vanderbilt's new steam yacht Valiant, with the Countess Dunrayen on board. Other crack steamers were ex-Commodore Gerry's Electra, E. C. Benedict's Oneida, Ogden Geolet's White Lady, and John Jacob Astor's Nourhamal, which recently ran on the rocks. The excursion boats kept at a more respectful distance from the yachts than on any previous day, and did not interfere with them in any

The two yachts left their anchorage of Bay Ridge, where they had been over Sunday, rather early. The Vigilant got away at 7:45 a. m., and the Valkyrie had her anchor up at 8 o'clock. Both vessels were towed down to Sandy Hook. They were saluted by incoming steamers, tugs and excursion boats as they went down the bay. The wind was south-southwest and blowing thirteen miles an hour. The Vigilant made for the horseshoe, where she ran up her forestaysail, main and jib. She then went on out to sea with her sails aiding the tug. The Valkyrie did not seem to find the breeze, which was getting stronger all the time and, taking a short cut through the swash canal, made sail as she went. She even ran up her club topsail without head-ing up into the wind. This was not her largest one, as there were indications of more wind later.

The Valkyrle arrived at the Sandy Hook lightship an hour before starting time. Af-ter a consultation had been held on board the topsail was taken down and the larger one which she used on Saturday run out instead. At this time the wind was blowing a good fifteen miles an hour. The Vigilant ran up her larger club topsail at 10 o'clock. Both boats cruised about north of the lightship for an hour before the start. On board the Valkyrie were Lord Dunraven, Lord Wolverton and one of Lord Dunraven's daughters, in a blue yachting suit, trimmed with white at the neck. She seemed to be perfectly at home on the deck, and when there was any unusual ac-tivity she stood in the companion way. Others on the British yacht were Captain Cranfield, designer Watson, sailmaker Batzey and Archibald Rogers. On the Vigilant were C. Oliver Iselin, August Belmont, Captain Hereshoff, W. Willard, Burler Duncan, jr., Herbert Leeds, Newbury D. Thorne, Captain Hansen, who was at the tiller; Captain Terry, who looked out for the sails, and Charles Kerr, the rep-

resentative of Lord Dunrayen. On the bridge of the flagship May were Commodore I. Morgan, ex-Commodore S. Nicholson Kane, A. C. Canfield, L. A. Fish, Gen. Charles J. Palne, Irving Grinnell, Peter Wright, J. Rogers Maxwell, J. S. Voddie, Charles Russell and Stanley Before the start the excursion boats

and tugs massed in two groups, one around the lightship and one around the May. At the request of the skipper of the Vigilant all of the boats around the lightship moved over to the other side of the course, so that the yachts could work up to the line close under the lee of the lightship without the wind being broken. The fleet made a great show on the water. The decks of the iron steamboats and river craft were black Both yachts rested gracefully on the water. The Valkyrie did not heel quite so much

as the Vigilant, but she showed some of her copper below the water line. The race was sailed under conditions that could not have been more gratifying had they been arranged to order, and it looks now as though the international series would terminate in three straight victories for the gallant little centerboard. In light winds and strong winds the Vigilant has demonstrated her superiority over the British boat, and in all the tricks of the trade the men who handle the Yankee vessel showed they were quite as competent as those who sailed for England.. While the victory to-day was a magnificent one, only the strongest words of praise can be said of the gallant, but ineffective, struggle which the Valkyrie made, She was beaten three miles at the finish, and when the plaudits of thousands rang out to speed the conqueror, the hull of the con-quered was yet far astern, seen barely dipping up and down with the waves.

STORY OF THE RACE.

The Valkyrie Beaten on Each Leg of the Triangular Course.

The yachts got down to the start over half an hour ahead of the time appointed for the firing of the preparatory gun, which was 11:15, and cavorted around to the northward of the line until the first gun was given. Then they began business. It was a very pretty play on the part of both captains. The Vigilant wore ship a couple of times, but confined herself to tacking. The second wearship of the Vigilant made her land at least a couple of lengths to leeward of the position from which she had started to do the act, and the Valkyrie, with bee